

Certain 2023 model year Ford Edge vehicles Front Right Headlamp FMVSS 108
Noncompliance.

On May 30, 2023, an issue pertaining to an observed yellow halo condition on Ford Edge headlamps was brought to Ford's Critical Concern Review Group (CCRG) for review. This issue was identified by Ford personnel on May 16, 2023, at Ford's Oakville Assembly Plant (OAP).

Initially, six right headlamps with this condition were identified at OAP. The headlamp supplier inspected the suspect headlamps and confirmed that four of the six headlamps did not meet FMVSS 108 requirements for linearity, photometric intensity, or both. The root cause was identified by the supplier as incorrect folder placement in the low beam lighting unit of the headlamp assembly.

From May 2023 to June 2023, Supplier Technical Assistance's (STA) conducted an investigation into the supplier's historical and ongoing production control plan records and found that right headlamps built between January 10, 2023, and January 17, 2023 (5445 lamps), potentially have this condition.

In June 2023, by request of Ford, the supplier conducted testing on 102 right headlamps manufactured during the January 10, 2023, to January 17, 2023, time period. Seven headlamps did not meet FMVSS 108 requirements for linearity, photometric intensity, or both. The supplier verified that the yellow halo portion of the headlamps meets the FMVSS 108 color requirement for the color white.

After part sorting, OAP concluded that 749 headlamps were assembled into vehicles; the additional headlamps were either deemed as compliant with testing or scrapped; Ford cannot trace these 749 headlamps to specific VINs.

In July 2023, Ford's CCRG ASO (Automotive Safety Office), STA and FCSD (Ford Customer Service Division) analyzed the provided data to determine the build period and the final affected population. The team established a time frame during which the 749 lamps were used in vehicle production and concluded that up to 8,523 vehicles may have been equipped with the affected lamps.

At the time of Field Review Committee (FRC) approval on July 14, 2023, Ford intended to file a Petition for Inconsequential Noncompliance for exemption from the notification and remedy requirements of the Safety Act. This was explained in a Defect Information Report filed with NHTSA on July 21, 2023. By regulation, Ford has 30 days to file a Petition for Inconsequential Noncompliance. Upon review of updated data provided by the supplier after the July 14 FRC, it was agreed that the test point data did not support filing a Petition for Inconsequential Noncompliance. On August 11, 2023, Ford informed NHTSA (Recall Management Division) that due to new information shared by the supplier, Ford would not be filing a Petition for Inconsequential Noncompliance for this concern. On August 18, Ford's FRC reviewed the concern and approved a field action.

As of August 2023, Ford is not aware of any warranty claims, field reports, or Vehicle Owner Questionnaires (VOQs) related to this concern.

Ford is not aware of any claims of accidents, injuries, or fires related to this concern.